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BUENOS AYRES.

One of the most eloquent proofs of the merits of the Southern Convention as a mutually honourable transaction is, undoubtedly, the alacrity with which all the parties interested concur in carrying out at once, as far as practicable, the spirit and the letter of its provisions. Indeed, there is a generous emulation manifest in this respect, which augurs well for the progressive development of the newly established relations of friendship and cordiality, and leads to the anticipation of results the most happy and advantageous for all interests.

On Wednesday last, in terms of article I. of the Convention, the corvette »25th of May,» one of the Argentine vessels captured off Montevideo by the Anglo-French naval forces, on the 2d of August, 1845, was formally restored to the rightful owners, the Captain of the *Harpy* acting on behalf of the British authorities and the Captain of the Port on that of this Government. On the Argentine flag being re-hoisted, it was immediately saluted with 21 guns by H. M's. frigate *Southampton*, the Argentine colours flying at the fore, which salute was courteously returned by the flagship of the National squadron. Never did the majestic flag of Old England appear more noble in the eyes of the friends of international justice than when performing that act of solemn reparation, and never did the banner of the Confederation, which has often proudly floated on flood and field, shine more glorious than when receiving an homage so merited.

The event has been hailed by the Argentine citizens with lively demonstrations of patriotic exultation, and the British Legation has not failed to give éclat to the advent of a new epoch when past dissensions are consigned to the »tomb of all the Capulets.» On Thursday last, in honour of the occasion, Mr. Southern entertained a select party at dinner, comprising the daughter of H. E. the Governor, Admiral Reynolds and lady, &c. &c., and in the evening he received a large and distinguished company of natives and foreigners.

MONTEVIDEAN-BRITISH DIPLOMACY.

Suarez and Obes on international law—Mr. Southern caught napping—Sentence of excommunication against the British Residents who signed the Southern Address—Notes, comments and illustrations by the "Comercio del Plata."

In the »Comercio del Plata» of the 7th ult., Mr. Gore, the British Consul General in Montevideo, is favoured with a long formal official communication from Herrera y Obes, in name of »President» Suarez, remonstrating and protesting against the conduct of Mr. Southern, and the section of the British residents, that signed the late Address to their Minister. According to these sapient authorities, the Minister and said section of his countrymen have alike over stepped the bounds of propriety, and compromised the *neutrality all foreign residents are bound to respect by the Montevidean Code.*

»Practice makes the physician» ; and all men will and must allow, that Don Joaquin & Co., are entitled to be heard on this subject. They have practised long and largely among foreigners, and so successfully, that *the native element has evaporated from their dominions.* Greater than the greatest of modern discoveries, chloroform, the electric telegraph, and ærial navigation itself not excepted, Montevidean alchymy transmutes natives into foreigners, and foreigners into natives. In its hands foreigners are more plastic than gutta percha ; they take and retain any form whatever ; a soldier, a citizen, a legislator, a notable ! Emboldened by this success, no wonder an attempt should now be made to *mesmerise* the British residents in Buenos Ayres. It is well we should know our true position. As a matter of grace and favour, we »may entertain our individual opinions ;» but excommunication, faggots and fire await us, if any thing be said or done, that may, mediately or immediately, directly or indirectly, affect what Republican M. Thiers modestly persists in calling the FRENCH COLONY of Montevideo ! »Slavery ! thou art a bitter cup ; and though thousands be made to drink of thee, thou art not the less bitter on that account.» *Suum cuique.* D. Joaquin graciously sweetens the draught, by an infusion of »the liberality and humanity of his administrative principles.»

The fundamental supposition, on which the mock remonstrance and burlesque protest hinge, is utterly untenable. In Buenos Ayres we know nothing of a *party contest.* It ceased long ago, by the definitive triumph of one of the parties ; and he must be something less than man who would abet in reviving it. The question at issue is, not a change of system, but a mere change of persons. To confound two things so essentially distinct, to substitute the one for the other, reflects little credit on the tact, and still less on the honesty and ingenuousness of the Montevidean Notabilities.

In the doctorial commentary of the »Comercio,» where greater legal perspicacity and logical perspicuity might have been expected, we find the same gratuitous assumption, garnished with inferences equally unwarranted, and more palpably absurd. It is a silly tissue of falsehood and misrepresentation ; evidently concocted for some sinister end : probably to exasperate the *susceptibility* of the sole remaining friend and protectress of the cause of *humanity and civilization in the River Plate.*

To attain this lofty conclusion, the learned Editor employs a ladder as long as Jacob's ; each step marked and numbered with pedantic precision. At step No. 3, the British residents are consulting their Minister as to signing the Public Petition, and receive an answer in the negative : *all right.* At step No. 4, the said parties, despite the official prohibition, are made to sign the Petition : and here the Editor evidently becomes giddy from his rapid ascent. He emphatically announces the *fact*, but unfortunately omits the evidence. There is no proof whatever, that the individuals who signed the Address to Mr. Southern, also signed the Petition : on the contrary, there is internal evidence, in the context of the Address, that they did NOT. Nothing daunted by this serious flaw in the constitution of his ladder, the gallant Editor mounts another step ; and, at No. 5, introduces Mr. Southern anew, as the apologist of his refractory countrymen, for a crime of which they had *not* been guilty : whilst, at step No. 6, by some inexplicable instinct, these intractable subjects manfully stand forth in defence of their erring Minister. Bravo ! A gorgeous superstructure, yet »baseless as the fabric of a vision »

Charity inclines us to believe, that the learned Editor must have been the victim of a hoax. No amount of moral obliquity, of party zeal, of polemical rancour can satisfactorily account for so gross and barefaced an imposition ; where detection was easy, and exposure inevitable. At all events it may serve as a *covert* against too easy credence in the surmises and operations of the Montevidean press.

In corroboration of the whole, a pathetic appeal is made to the *silence* of Mr. Gore. Did the learned Editor never hear of a *contemptuous silence?* The pains and penalties denounced against British residents in Buenos Ayres, for having signed an Address to the Representative of their Sovereign, was naturally enough calculated, *in the circumstances,* to call forth *that species of silence.*

In short, Don Joaquin and the »Comercio» would do well to attend to *their own foreign residents* ; and keep them, if they can, within the limits of a dutiful and dignified neutrality. This accomplished, they may talk with better grace of the interests, rights, and dignity of the Republic.

Just as we are concluding this article, we are informed that Hugh C. Smith, Esq., British merchant of this city, and one of the signers, who lately left here for Montevideo, was, on his arrival there, subjected to the most vexatious and insulting annoyances. We have no doubt that Mr. Gore has demanded immediate redress for the outrage, and should it have been denied by the petulance of the nominal authority, that it will be exacted to the full on the return of Admiral Reynolds, whose departure hence is, we understand, hastened by the knowledge of the occurrence.

The anniversary of the February revolution in France, which eventuated in the downfall of Louis Philippe and the proclamation of the Republic, was duly celebrated on the 24th ult., by the French man-of-war Astrolabe, by firing the customary salutes and being dressed out with colours. The National brigantine of war Estevan displayed the French flag at the fore during the day as did also H. B. M. schooner Spider, the latter firing a salute of 21 guns at noon. The Battery Libertad also fired a salute of 21 guns at 1 p. m. in honour of the day.

H. B. M. ship Southampton fired a salute of 21 guns on the 26th ult., with the Argentine flag at the fore, in return for the compliment paid to Mr. Southern by the Battery Libertad on the occasion of his reception as H. M's. Minister.

MISCELLANEOUS.

COST AND EXPENSE OF WAR.—Emile Girardin, in his paper *La Presse*, states that from 1792 till 1815, no fewer than 4,500,000 men were raised by conscription in France, and their lives »expended,» as the phrase is, during the war, except the remnant which escaped at Waterloo. Say that four millions of lives were thus »expended,» on the part of France, and that four millions more met death on the side of the countries with which France was at war. What was the cost of killing those eight millions of men? England spent £1,100,000,000 in the contest, and the other countries warring against France must have spent £900,000,000 more. We have here a plain arithmetical question. If it cost two thousand millions of money to kill eight millions of men, how much did it cost to kill one man? The answer is, two hundred and fifty pounds sterling. What a monstrous sum for the slaying of one man!

AN INCIDENT IN THE LIFE OF THE DUKE OF WELLINGTON.—»In the neighbourhood of his father's residence in the county Meath, the future duke, then a lad, was one of the party which, after the manner of the times, had indulged in free potations until a late period of the night. Mr. Wellesley, or, as the name then was, Wesley, managed to escape from his companions, and, retiring to his bed, fell fast asleep. His absence was observed, and his retreat detected. It was determined that he should r turn. One of the party, more or less drunken than the rest, snapped up a loaded pistol, and carefully drawing the ball with which it was loaded, proceeded to the bedside to discharge the powder at the head of the sleeper. He fired, Mr. Wesley was, of course, awoke, and was forced to get up, dress himself, and was brought back in triumph to the party. In the morning, however, it was found, that the ramrod of the pistol had passed through the pillow close by where the head of the future conqueror must have been. With all the care that his assailant had taken to draw the ball, he had left, unconsciously, in its place the ramrod ; and but that the same potations that confused his perceptions unsteadied his hand, when he pointed the pistol at the young sleeper's head, that might have ended the career of the Hon. Arthur Wesley.»—*Dublin University Magazine.*

COAL STATISTICS.—The general interest taken in the late opening of the Coal Exchange, will make the following statistical account of the London coal trade worthy of the attention of our readers. About 300 years ago, (say about 1550), one or two ships were sufficient for the demand and supply of London. In 1615, about 200 were equal to its demand ; in 1705, about 600 ships were engaged in the London coal trade. In 1805, 4,856 cargoes, containing about 1,350,000 tons ; in 1820, 5,884 cargoes, containing 1,692,992 tons ; in 1830, 7,108 cargoes, containing 2,079,275 tons ; in 1840, 9,132 cargoes, containing 2,566,899 tons ; in 1845, 2,695 ships were employed in carrying 11,987 cargoes, containing 3,403,320 tons ; and during the past year, (1848), 2,717 ships, making 12,267 voyages, and containing 3,418,340 tons. The increase in the importation during the last ten years, that is to say, from the year 1838 to 1848 when the respective importation was 2,518,085 tons, and 3,418,340 tons, is upwards of 90 per cent. Now by taking 2,700 vessels as the actual number now employed, and by calculation such vessels averaging 300 tons burthen per ship and giving to a vessel of that size a crew of eight men, it will appear that at the present time 21,600 seamen are employed in the carrying department of the London coal trade.

(*Weekly Register.*)

ON THE DURATION OF WOOD, AND MEANS OF PROLONGING IT.—The following are the results of experiments made with great care and patience by Mr. G. S. Hartig :—Pieces of wood of various kinds 2 5-8th inches square, were buried about an inch below the surface of the ground, and they decayed in the following order :—The lime, American birch, alder, and the trembling-leaved poplar, in three years ; the common willow, horse-chestnut, and plane, in four years ; the maple, red beech, and common birch, in five years ; the elm, ash, hornbeam, and Lombardy poplar, in six years ; the robinia, oak, Scotch fir, Weymouth pine, and silver fir, were only decayed to the depth of half an inch in seven years ; the larch, common juniper, red cedar, (*juniperus virginana*), and arbor-vitæ, at the end of the last mentioned period, remained uninjured. The duration of the respective woods depends greatly on their age and quality ; specimens from young trees decaying much quicker than those from sound old trees ; and, when well seasoned, they last much longer than when buried in an unseasoned state. In experiments with the woods cut into thin boards, decay proceeded in the following order, commencing with the most perishable order :—The plane, horse-chestnut, poplar, American birch, red beech, hornbeam, alder, ash, maple, silver fir, Scotch fir, elm, Weymouth pine, larch, robinia, or locust oak. It has been proved, by recent experiments, that the best mode of prolonging the duration of wood is to char it, and then paint it over with three or four coats of pitch. But simply charring the wood was of very little utility, as were also saturations with various salts, acids, &c.—*Revue Horticole.*

IMPORTANT DISCOVERY IN NAVIGATION.—The *Detroit Commercial Bulletin* gives a description of an invention for ascertaining the lee way of a vessel as correctly as are at present ascertained the variations of the wind by a vane and a dial on shore. The following is the description of the invention :—Mr. A. A. Wilder, of this city, has perfected one of the most simple instruments imaginable for the purpose of determining the lee way which a vessel may be making at all times while on her voyage, and by which the latitude of a ship can always be determined without the usual observations, and with no other trouble than simply referring to the log for a correct run, and where the workings of the »indicator» are regularly recorded. Indeed, so perfect and useful is his invention that with it any precise point may be made after taking the usual bearings, notwithstanding the vessel may be making the greatest rate of lee way, as her course can be altered to meet the variations marked out by the »indicator» to the wheelsman. The contrivance is as simple as the invention is important, and as sure to record its lee way as the compass is to indicate the vessel's bearings. It consists of a tube 4 inches in diameter, running down from the binnacle of a vessel to the keel, through which passes a rod, and to which is attached immediately under the keel, a vane, about 8 inches deep and 2 feet long. This being in dense water, is sure to be operated upon by any lee way the vessel may make, which is indicated by the needle at the top of the rod, which is placed upon a plate on which the degrees are marked, situated between the two compasses in the binnacle. The instrument has been shown to nautical gentlemen of this city, and to officers of the navy, and all seem unanimously to concur in opinion that, next the compass itself, the invention of Mr. Wilder, is the most useful instrument in the art of navigation. Mr. Wilder, who is also the inventor of the steamer telegraph, now being so universally adopted on board our boats, and even in the various machine shops, where an engine is used, will make the necessary application to Congress, at its next session, to have his indicator adopted in the navy ; and judging of its utility from our own limited knowledge of the subject, and the assurances of those who have had much nautical experience, we doubt not of the inventor's complete success, and that his invention within a few years, will be considered such a necessary appendage that no vessel will proceed to sea without it.

Thomas Moore.—Tom Moore the "poet of all circles, and the idol of his own," like Southey and Swift before their deaths, has lost the light of that intellect which has so long charmed the world. "'Tis a sad darkness all."—*Liverpool Paper.*

Fell's System of Propulsion.—In this system the motive power is that of compressed air. A stationary engine communicates with a cast iron pipe placed between the rails along the whole length of the line, and by this means air vessels of requisite size, placed at certain distances along the pipe, are filled with air of the wished-for density. These air vessels (to speak popularly) supply the momentum to the engine truck, a lever bar attached to the truck opening, as it passes along, a valve or cock, which causes the compressed air to escape into a "chamber" running along the under part of the truck, and thus to become available for propulsion. As regards cost, the calculation is, that it will be fifty per cent. less than steam.

Insects in Water.—In the Artic seas, where the water is of a pure, transparent, ultramarine colour, parts of twenty or thirty square miles, 15,000 feet deep are green and turbid, from the quantity of minute animalcules. Captain Scoresby calculated that it would require 80,000 persons working unceasingly, from the creation of man to the present day, to count the number of insects contained in two miles of the green water.

The Negro Emperor of Hayti.—An exhibition of a novel nature in Paris has been attracting crowds of curious gazers for the whole week past. The regalia of the Emperor Faustin Soulouque of Hayti has been shown to all comers. The articles consist of an imperial crown of gold, richly studded with diamonds and emeralds, a sceptre of silver gilt, adorned with splendid Brazilian diamonds, royal robes of velvet and *quinze-seize* superbly embroidered in gold and precious stones, besides a large display of jewellery and other ornaments for the Empress of Hayti and the *Grande Mademoiselle,* a girl of seventeen, by a former marriage of the Emperor to a fellow-servant of La Playe, the estate on which he worked in early life. The throne, all in crimson velvet fringed with gold bullion, reminded us so strongly of that of Louis Philippe, that we were led to wonder how any emperor, even of Hayti, could accept, without evil foreboding, a throne of French manufacture.

France and the Sandwich Islands.—The New York papers contain intelligence of a dispute between the French Consul and the Government of the Sandwich Islands, which resulted in the temporary seizure of these islands. M. Dillon, the Consul, who had long had some disagreements with the Government, was encouraged by the arrival of a French frigate and man-of-war steamer at Honolulu, to make certain demands upon the authorities, threatening them with force in case of non-compliance. The demands related to the remission of port duties, fines, and the admission of Catholics to certain privileges. Government refusing to comply with the demands, the French troops landed and took possession of the fort. No resistance was offered, the French spiked and dismounted the guns, destroyed the ammunition and public stores, and took possession of all the Hawaiian vessels that were in port. The Hawaiian flag was lowered, and the French hoisted. After the quiet possession of the fort for three days the French abandoned it, and retired on board their vessels, which shortly afterwards left the port, taking with them M. Dillon and family, who intended returning to France via New York. The British Consul-General and the American Consul protested against the transaction; the former offered his services as mediator, but was refused. The general impression was that M. Dillon had exceeded his powers.

The Last of the Stuarts.—"Among the prominent members of the Roman society, in those days, was the last of the Stuarts, Cardinal York, with whom I became somewhat a favourite, probably by virtue of addressing him as 'Majesty,' and thus going a step further than the Duke of Sussex, who was on familiar terms with him, and always applied to him the style of Royal Highness. The Cardinal was in the receipt of an income of eight or nine thousand pounds a year, of which he received four thousand pounds from his royal rival, George III., and the remainder from his ecclesiastical benefices. This revenue was then in Italy equivalent to at least twenty thousand pounds, and it enabled his Eminence to assume somewhat of royal state. He was waited upon with all suitable ceremony, and his equipages were numerous and splendid, and freely placed at the disposal of his guests. He was in the habit of receiving visitors very hospitably, at his villa, at Frascati, where I was often a guest, and was frequently amused by the reproduction of the scenes between Sancho Panza and his physician. His Eminence was an invalid, and under a strict regimen, but as he still retained his taste for savoury meats, a contest usually took place between him and his servants for the possession of rich diet, which they formally set before him, and then endeavoured to snatch away, while he, with great eagerness, strove to seize it in its transit. Among the Cardinal's most favourite attendants was a miserable cur dog, which probably having been cast off by its master, as neither useful nor ornamental, one day attached itself to his Eminence, at the gate of St. Peter's, an occurrence to which he constantly referred as a proof of his true royal blood, the cur being, as he supposed, a King Charles spaniel, and, therefore, endowed with an instictive hereditary acquaintance with the house of Stuart."

MARINE LIST.

PORT of BUENOS AYRES

February 20.—Wind E., in the afternoon changed to N.

Arrived, Tuscan brigantine Romulo, 121 tons, Desuturich, from Rio Janeiro 8th inst., to Piaggio, Pietranera & Co., with 12 bales and 1,214 rolls tobacco, 500 bags rice, 2 boxes books, 24 do. candles, 13 boxes and 11 half boxes preserves, 2 carriages.

Passengers—7.

February 21.—Wind N. W., in the afternoon changed to S.E., fresh.

Arrived, National brig Narcisa, 236 tons, Martin, from Cadiz 2d January, to George Rick & Co., with 130 lasts salt, 116 boxes wine.

Passengers—2.

February 23.—Wind N. N. E.

Arrived, Danish brigantine Louise, 155 tons, N. Petersen, from Patagonia 15th inst., to Egg, Krutisch & Co., with 1,063 fanegas wheat, 1,350 dry ox and cow hides, 120 do. horse do., 16 bales hair, 25 boxes ostrich feathers, 100 guanaco skins.

H. B. M. steamer Harpy, Lieut. Dalton, from Montevideo 20th inst., with the National corvette "25 de Mayo" in tow.

Sailed, Belgian brigantine Rhein, 151 tons, F. Hyerdahl, for Buceo and Havana, despatched by J. N. Bieber & Co., with 780 quintals jerked beef.

Brazilian brig Maria Rosa, 127 tons, F. C. Carvalho, for Parnaguá, in ballast, despatched by Antonio Marquez Sousa.

February 24.—Wind N.N. E.

Arrived, Sardinian schooner Ninfa, 121 tons, José Barboro, from Buceo 23d inst.

Passengers—28.

Sardinian schooner Union, 51 tons, Luis Bonifoi, from Montevideo 23d inst.

Passengers—42.

Sailed, French brig Nelie Mathilde, 190 tons, P. Parquet, for Havre, despatched by Llavallol & Sons, with 9,860 dry ox and cow hides, 3,000 horns, 225 boxes tallow, 19 bales hide cuttings, 30 do. horse hair.

French lugger Echo, 212 tons, A. Darlan, for Buceo, in ballast, despatched by Thomas Rousse.

Brazilian barque Entre-riana, 257 tons, Manuel A. Castro, for Parnaguà, in ballast, despatched by Adolfo Mancilla & Co.

Spanish brig Florentino, 205 tons, Jacinto Maristany, for Spain, despatched by Llavallol & Sons, with 330 bales cocoa, 2 bales hide cuttings, 8,708 dry ox and cow hides, 175 boxes tallow, 130 lbs. ostrich feathers, 400 salted ox and cow hides.

American brig Mary & Jane, 198 tons, William Benton, for Valparaiso, despatched by Zimmermann, Frazier & Co., in ballast.

Russian barque Sarinia, 250 tons, J. H. Jansen, for the West Indies, despatched by Juan & José Garay, in ballast.

American barque Esther Francis, 276 tons, Henry Rogers, for New York, despatched by Zimmermann, Frazier & Co., in ballast.

Prussian barque Freihandel, 214 tons, Augustus Steffens, for Brazil, in ballast, despatched by Vicente Casares & Sons.

Spanish barque Constancia, 203 tons, Pedro José Sosvilla, for Spain, despatched by Saturnino Soriano, with 10,523 dry ox and cow hides, 2,317 salted do. do, 942 dry horse do., 1,160 salted do., 60 boxes tallow, 10,325 horns, 3 bales slunk calf skins, 1 do. wool, 3 bales, 6 half bales and 36 seroons hair.

H. B. M. packet schooner Spider, 3 guns, Lieut. James W. Tomlinson, for Montevideo and Rio Janeiro, with the mail for Falmouth.

February 25.—Wind N. N. E.

Arrived, British brig Chase, 217 tons, George Norie, from Lisbon 7th January, to Charles R. Horne, with 480 moyos salt.

Spanish brig Merced, 187 tons, José Cabruja, from Barcelona 19th, Alicant 22d December, Cadiz 8th January, to Felipe Senillosa, with 400,000 cork stoppers, 30 boxes almond oil, 75 arrobas canary seed, 110 jars starch, 5 packages guitar strings, 5 do. merchandize, 30 barrels sweet pepper, 90 bales matting, 3 boxes leeches, 3,120 fanegas salt, 264½ doubloons.

Sardinian schooner Diana, 127 tons, Semiglia, from Genoa 21st December, Santos 15th inst., to A. Ramos.

Passengers—26.

Sailed, Sardinian brig Cesare, 137 tons, Simon Fidanza, for Brazil, with 300 quintals jerked beef, despatched by José Coelho Meyrelles.

Spanish brig Copernico, 178 tons, Juan Costa, for Havana, despatched by E. Ochoa & Co., with 3,215 quintals jerked beef, 60 dry ox and cow hides.

British brigantine Myrtle, 118 tons, William Cole, for St. Thomas, in ballast, despatched by De Lisle, Brothers & Co.

Brazilian steamer Continentista, 137 tons, Faustino S. Coutto, for Buceo, despatched by Ramon de las Carreras, with 288 quintals iron, 62 bales, 27 boxes and 12 kegs merchandize.

February 26.—Wind N. N. E, at 1 p. m. changed to E. S. E.

Arrived, Spanish brig Descubierta, 170 tons, Jacinto Llenas, from Malaga 24th December, Cadiz 8 January, to Llavallol & Sons, with 285 quarter casks Malaga wine, 10 pipes and 1 barrel brandy, 100 barrels red pepper, 100 do. olives, 100 boxes figs, 30 bags garbanzos, 50 boxes prunes, 50 do. raisins, 1 bag cummin seed, 25 boxes soap, 2 do. preserves, 1 cask hams, 1 box silks, 240 cabices salt, 40 bales brown paper, 80 kegs anchovies.

Passengers—4.

British brig Ann Carr, 199 tons, Francis Davis, from Lisbon 25th December, to R. & J. Carlisle & Co., with 361 moyos salt.

Sailed, British schooner Bosphorus, 216 tons, John Gibson, for Liverpool, despatched by R. & J. Carlisle & Co., with 7,363 salted horse hides, 243 pipes grease and tallow, 304 boxes and 54 seroons tallow, 202 pigs copper, 2 boxes salt beef, 12 tons bones, 10 bales hair, 26 seroons do. 12 bales wool.

British brig Argestes, 171 tons, D. Jenkins, for Brazil, in ballast, despatched by John Best & Brothers.

French barque Casimir, 227 tons, Dumanoir, for Havre, despatched by Antonio Dunoyer & Co., with 1,664 salted ox and cow hides, 7,004 dry do. do., 29 bales horse hair, 66 do. wool.

February 27.—Wind N. N. E. rain, in the afternoon changed to E.

Atrived, Sardinian lugger of war Fama, Lieut. Sivori, from Montevideo 26th inst.

Passengers—46.

Swedish brig Frithiof, 314 tons, Arbuan, from Copenhagen 24th November, Rio Janeiro 9th inst., to Egg, Krutisch & Co.

February 28.—Wind S. W., in the afternoon changed to S.S.E.

Arrived, Oriental schooner Cid Campeador, 122 tons, Ramon G. Panasso, from Buceo 9th inst., to Ocampo & Risso, in ballast.

Passengers—4

Sailed, Spanish ship Blanca Aurora, 250 tons, Silvestre Perez, for Havana, despatched by Felipe Senillosa, with 3 bales domestics, 2,815 quintals jerked beef, 277 boxes tallow.

British brig Christina Pitcairn, 158 tons, Thomas Berwick, for London, despatched by Thomas Duguid & Co., with 850 salted ox and cow hides, 1,988 do. horse hides, 109½ pipes and 694 boxes tallow, 12,000 horns.

Bremen barque Philadelphia, 325 tons, H. Gerdes, for New York, despatched by Becher, Preuss & Co., with 2,003 salted ox and cow hides, 481 dry do. do., 169 bales wool.

French barque Australie, 210 tons, Francis Caurain, for Havre, despatched by Zumaran & Treserra, with 8,290 dry ox and cow hides, 357 boxes tallow.

National barque Martina, 190 tons, Frederick William Waller, for Rio Janeiro, in ballast, despatched by J. N. Bieber & Co.

American brigantine Venus, 187 tons, R. Orr, for New York, despatched by Zimmermann, Frazier & Co., with 1,502 salted ox and cow hides, 158 bales hide cuttings, 76 do. wool, 3,000 horns.

Sardinian brig Expresso, 241 tons, Agustin Ferraro, for Genoa, despatched by Adolfo Mancilla & Co., with 6,596 dry ox and cow hides, 1,651 salted do. do., 3,000 horns, 200 boxes tallow.

Spanish polacre Juanita, 179 tons, Joaquin Suris, for Havana, despatched by Llavallol & Sons, with 2,900 quintals jerked beef, 50 lining hides.

Sardinian schooner Union, 51 tons, Louis Bonifoi, for Montevideo in ballast.

March 1—Wind S. W, in the afternoon changed to W.

Sailed, Spanish polacre Adela, 164 tons, José Domenech, for Havana, despatched by Santamaria, Llambi & Cambaceres with 3,420 quintals jerked beef, 119 seroons.

Brazilian brig Sin Igual, 377 tons, Joaquin Gonzalez Lages, for Bahia and Pernambuco, despatched by Antonio Romaguera, with 3,200 quintals jerked beef.

The following are the manifests of the undermentioned vessels arrived last week—

"Paraguay"—94,000 feet pine lumber, 4,000 shingles, 50 boxes herrings, 31 grind stones.

"Frederic Eugenie"—15 pipes and 53 boxes brandy, 261 pipes, 100 half pipes and 41 quarter casks red wine, 137 boxes frontignan do., 50 do. cordials, 40 do. oil, 50 do. pickles, 20 demijohns vinegar, 1 box jewellery.

"Mafra"—1,050 barrels and 200 half barrels sugar, 1,500 alqueires salt.

"Phœnix"—5 boxes hats, 3 do. books, 7 do. dressed leather, 13 do. cottons, 1 do. silk ribbons, 12 do. pilchards, 170 boxes and 2 packages merchandize, 60 baskets champaign, 15 boxes cloth, 9 do. clothing, 2 casks liquor, 20,000 tiles.

The Portuguese brig Improviso, 195 tons, José Gomez de Avellar, master, which sailed hence for the Salado on the 31st January, cleared at the Custom House on the 28th ult., for Brazil, despatched by Juan Geronimo Martinez, with 2,800 quintals jerked beef, 200 lining hides.

The Bremen brigs Regulus and George Duckwitz, and American schooner Jubilee, are now under the national flag. The Regulus preserves the same name, the George Duckwitz is now called the "Jorge" and the Jubilee the "Albion;" the latter is employed in the coasting trade.

The British brig Fortuna, 225 tons, David Ritchie, master, which sailed hence for Salado on the 25th December, cleared at the Custom House on the 28th inst., for London, despatched by Samuel Hesse, with 5000 salted ox and cow hides, 150 pipes of tallow, 10,000 horns, 60,000 bones.

Thermometer in the Mirador of the Commercial Rooms—

Saturday	69
Sunday	72
Monday	74
Tuesday	75
Wednesday	76
Thursday	76
Friday	78

Advertisements.

Shipping List

OF

John Higinbothom, Licensed Ship Broker.

For London,

British brig PANOPE, 231 tons, W. Ward, commander. Has only room for fifty tons of salted hides, and will be despatched within twenty days.

Consignees Messrs. J. C. Thompson & Co.

British brig CRESSWELL, 203 tons, W. Algar, commander. Has three-fourths of her cargo on board, and only short about forty tons of salted hides to complete her loading.

Consignee George Dowse, Esq.

British brig JESSICA, 194 tons, T. Morel, commander. Has all her cargo engaged and shipping, and will be despatched within thirty days. This vessel is unequalled by any other vessel in the Port, and is very recommendable for passengers.

Consignees Messrs. De Lisle Brothers & Co.

FOR LIVERPOOL.

British brigantine MINALTO, 194 tons, Newman, commander. Will be despatched in the course of four or five days and has only room for passengers.

Consignee George Dowse, Esq.

British brig CREOLE, 286 tons, James P. Avery, commander. Has disengaged room for salted hides and a few tons of light freight, and is warranted to have quick despatch.

Consignees Messrs. John Best & Brothers.

British barque ISABELLA, 226 tons, Samuel Herbert, commander. Has only disengaged room for about 50 tons of light freight and will be despatched within twenty days.

Consignee James Carthy, Esq.

FOR Cork or Falmouth.

British brigantine AGNES, 185 tons, W. W. Nichols, commander. Will sail in the course of a week and has only room for passengers.

Consignees Messrs. J. C. Thompson.

British barque OTHELLO, 299 tons, John Smith, Commander. Will sail in the course of a week, and has room for passengers.

Consignees De Lisle Brothers & Co.

British barque GOOD LUCK, 232 tons, T. De Grouchy, Commander. Will sail in the course of thirty days, and has only room for passengers.

Consignees Messrs. De Lisle Brothers & Co.

British brigantine SPY, 170 tons, C. Blampied, commander. Will sail in the course of a month, and has only room for passengers.

Consignees J. Galt Smith & Co

For London or Liverpool.

British brig XARIFA, 208 tons, F. Le Rossignol, commander. Will be despatched in the course of fourteen days, and has only room for passengers.

Consignees Messrs. Edward Lumb & Co.

For Valparaiso.

British brig JAMES RAY, 230 tons, J. Couche, commander. Will sail in the course of ten days, and has only room for passengers.

Consignee W. H. Henzell, Esq.

For Freight or Charter.

British brigantine ZANTE PACKET, 192 tons, Brenan, commander. Built in Southampton, and classed at Lloyd's A.1. for 12 years, is known in the Mediterranean as one of the finest and fastest vessels in the trade.

Consignee Samuel Hesse, Esq.

British brig WILLIAM TUCKER, 165 tons, J. W. Good, commander. British built and classed A. 1. at Lloyd's for 12 years [illegible] fast vessel and a small carrier.

Consignees Messrs. J. C. Thompson & Co.

British brigantine HARRIET L, 160 tons, F. Esnouf, commander. Jersey built and classed on the first letter at Lloyd's, is well known in the trade as being a superior little vessel.

Consignees Messrs. De Lisle Brothers & Co.

For Havre de Grace.

French brig L'AUTOMNE, 193 tons, Noel, commander. Has engaged all her cargo, and has only room for passengers.

Consignees Messrs. A. Dunoyer & Co.

French brig ROITELET, 247 tons, Huet, commander. Has disengaged room for a few tons of light freight, and is now loading.

Consignees Messrs De Lisle Brothers & Co.

French brig DASSAS, 240 tons, Giron, commander. Has half cargo on board, and still room for salted hides and light freight.

Consignees Messrs. De Lisle Brothers & Co.

French barque JOSE, 206 tons, Schmidt, commander. Has a considerable portion of her cargo engaged, and warranted to have quick despatch.

Consignees Messrs. Blaize Déspouy.

French barque UNIVERSEL, 267 tons, Du Cormier, commander. Having all her salted hides engaged & shipping along with 7000 dry hides, is only wanting a few tons light freight, and being one of the Packets of the line will meet with quick despatch.

Consignees Messrs. A. Dunoyer & Co.

For Bordeaux.

French ship VIRGINIE GABLIELLE, 253 tons, Berthelot, commander. Having nearly all her cargo engaged and shipping, and only requires a few tons of light freight.

Consignees E. Ochoa & Co.

For Marseilles.

French polacre barque BANARE, 177 tons, Martin, Commander. To sail on the 10th March, and has good accommodation for passengers.

Consignee M. La Plane, Esq.

French barque PRINTEMPS, 220 tons, Touchet, commander, Has only room for a few tons of light freight.

Consignee B. Herand, Esq.

FOR MARSEILLES & CETTE.

French brig COURAGEUSE EUGENIE, 165 tons, Terrin, commander. Has engaged her salted hides and only wanting light freight.

Consignee B. Herand, Esq.

French barque ST. JACQUES, 215 tons, Lemarasquier, commander. Has still disengaged room for from 4 to 5,000 dry hides or bales and will have quick despatch.

Consignees Messrs. Zumaran & Tressera.

For Antwerp.

Argentine brig JORGE, 235 tons, Schaffer, commander. Has three fourths of her cargo on board and only disengaged room for 2,000 dry hides.

Consignees Messrs. Otte, Rosenthal & Co.

Prussian barque DINTER, 239 tons, Neuman, commander. Is now loading and has on board and engaged a considerable portion of her cargo and being a chartered vessel will be quickly despatched

Consignees Messrs. D. Calvo & Co.

All the above vessels are first class at Lloyd's, have good accommodations for passengers and are in every respect, most desireable conveyances.—For further particulars please apply to their respective consignees, or to

John Higinbothom,
Licensed Ship Broker,
No. 30, Calle Reconquista.

1st March, 1850.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 28	Brig Dos Amigos, Onadaerra	137	José Coelho Meyrelles	
" 30	Brig Guillermo, Christian F. Wiegmeyer	217	Deetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Brunengo	121	Manuel Acevedo Ramos	
" 22	Brigantine Victor, Vicente Grana	124	Bernardo Delfino	
Novem. 11	Barque General Rosas, Juan Menke	320	Casares and Sons	
" 17	Brig Regulus, H. Wenke	235	Bunge, Bornefeld and Co.	Continent
" 23	Brig George Duckwitz, Schaffer	235	Otte, Rosenthal and Co.	Antwerp
Feb. 13	Brig Don Pedro, Meurdierck	180	Vicente Casares and Sons	
" 21	Brig Narcisa, Martin	236	George Rick & Co.	
	BRITISH			
Sept. 30	Brigantine Minalto, Charles Newman	194	George Dowse	Liverpool.
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	London.
" 14	Barque Mercutio, William Sewell	241	Bates, Stokes and Co	Liverpool
" 27	Brig Creole, James Phillip Avery	286	John Best & Brothers	Liverpool.
" 29	Brig Isabella, James Leufestey	197	De Lisle Brothers and Co.	London.
Decem. 3	Brigantine Agnes, W. W. Nicholls	185	I. C. Thompson & Co.	England
" 4	Brig Cresswell, William Algar	205	George Dowse	England
" 12	Brig Panope, William Ward	234	James C. Thompson & Co.	London.
" 14	Brig Xarifa, F. Le Rossignol	208	Edward Lumb and Co	England.
" 15	Barque Othello, J. Smith	291	De Lisle, Brothers and Co.	England.
" 22	Barque Briton, William Mitchell	360	John Best and Brothers	
January 1	Barque Commodore, Thomas Asplet	258	Nicholson, Green & Co.	Liverpool
" 1	Brig Alfred, Alfred Merrix	218	Nicholson, Green & Co.	England
" 1	Brig Margaret, John Bust	185	Bayley Brothers	
" 3	Brig Queen of the Tyne, Alexander Clark	195	De Lisle Brothers & Co	Do.
" 3	Brig James Ray John Couche	233	W. H. Henzell	Valparaiso.
" 4	Barque Bess Grant, Robert McCartney	361	Nuttal & Co.	
" 5	Barque Isabella, Samuel Herbert	221	James Carthy	Liverpool.
" 5	Brigantine Spy, George Blamfred	170	John Galt Smith and Co.	England.
" 7	Brig George & Richard, Nicholls	198	Charles R. Horne	
" 8	Brig Water Witch, William Smith	157	Ambrosio Placido Lezica	England
" 8	Brig Perú, James Carry	159	John Best & Brothers	
" 9	Barque Good Luck, T. De Grouchy	231	De Lisle, Brothers & Co	Do.
" 12	Brig Wilson, John Stoup	176	Philips, Tomkinson & Co.	Do.
" 16	Barque Argentina, Ralph Morton	240	Parlane, Macalister & Co.	
" 16	Schooner Elizabeth, L. Thomas	145	Briscoe, Steward and Co.	Buceo and England
" 19	Brig Brutus, Robinson	106	Nuttall & Co.	
" 22	Schooner Zante Packet, Patrick Brenan	19[illegible]	Samuel Hesse	
" 22	Barque Alexander Robertson, M'Lachlan	299	Nicholson, Green and Co.	London.
" 25	Brig Jessica, Thomas Morel	191	De Lisle, Brothers & Co.	London
" 28	Brig William Tucker, John W. Good	164	James C. Thompsen	
Feb. 3	Barque G. F. D. B. Lewellyn	352	To order	
" 4	Brig Plata, Richard Bird Pringle	248	Briscoe, & Co.	
" 9	Brigantine Balkan, Charles T. Sloman	192	Barber & Orr	
" 10	Brig Libra, James Moir	291	Bates, Stokes & Co	
" 10	Brig Elizabeth Rose, Alexander Shewan	230	Edward Lumb and Co.	
" 10	Brigantine Louisa, John Palliot	198	Parlane, Macalister and Co.	
" 10	Brigantine Light of the Harem, J. Stevenson	175	Phillips, Tomkinson and Co.	
" 11	Brig United J. P. Renouf	208	Egg, Krutisch & Co.	
" 11	Brig Kestrel, George Wallace	190	James C. Thompson	
" 12	Brig Maid of the Mill, Wilson	181	To order	
" 12	Brig Catherine Evans, George Dow	2[illegible]2	George Dowse	
" 12	Brig Venilia, William Martin	283	Bayley Brothers	
" 13	Brig Carribean, Cockton	245	R. and J. Carlisle	
" 14	Brig Wilton Wood, Matthew Russell	245	John Best & Brothers	
" 14	Barque Minstrel, Richard Kelly	280	Hughes, Brothers	
" 15	Barque Inca, William Brouse	265	Thomas Armstrong	
" 15	Brigantine Harriet L, Francis Esnouf	165	De Lisle Brothers & Co.	
" 16	Barque Sabina, John Cousins	290	Elia & Ramos	
" 16	Brigantine Paraguay, Cornish	115	To order	
" 17	Brig Emmanuel Boutcher, Richard Farmer	217	Brownell's & Co.	
" 21	Brig Chase, George Norie	217	Charles R. Horne	
" 26	Brig Ann Carr, Francis Davis	199	R. and J. Carlisle & Co.	
	AMERICAN.			
Decem. 12	Ship Forrester, Parker	427	Zimmermann, Frazier & Co.	New York.
" 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co.	
January 4	Barque Oceanus, John Green	242	O. J. Hayes and Co.	Boston.
" 5	Barque Undine, A. Dunbar	253	To order	
" 15	Barque Roman, Smith	296	Samuel B. Hale	
" 23	Brig Sophia, Charles Wyman	175	Adolfo Mancilla and Co.	
" 23	Brigantine Prairie, E. Upton	169	Henry Ropes	
" 26	Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes & Co	
" 27	Brig Chocktaw, Samuel Flitter	245	Zimmermann, Frazier & Co.	
" 27	Brig Chickasaw J. Williams	17[illegible]	Samuel B. Hale	
" 27	Brig Margareta, Daniel Marshall	235	Zimmermann, Frazier & Co	
Feb. 2	Barque John H. Miller, H. W. Perkins	240	To order	
" 7	Barque Edward Koppisch, Edwin Upton	249	Daniel Gowland & Co.	
" 12	Brigantine Cohansey, J. G. Upham	195	Zimmermann, Frazier & Co.	
" 13	Brig Niagara, L. Harding	199	O. J. Hayes and Co.	
" 13	Barque John Murray, William Lull	295	E. Ochoa & Co.	
" 17	Ship Talma, J. Lewin	296	Daniel Gowland & Co.	
	FRENCH.			
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co	Havre.
" 19	Brig Omega, Noel	222	Dunoyer & Co.	Bourbon.
" 20	Barque Souvenir, Bougot	252	Blais Despouy	
" 25	Brig Roitelet, Anset	247	De Lisle Brothers and Co.	Do.
Decem. 4	Barque St. Jacques, Lemaresquier	215	Zumaran & Tresserra	Marseilles & Genoa.
" 16	Barque Printemps, Touchet		B. Herand	Marseilles and Cette
January 1	Ship Alexander, Sarrasin	263	To order	Havana
" 3	Ship Eugenie, Beauvais	215	E. Ochoa and Co.	
" 4	Ship Virginie Gabrielle, Berthelot	253	E. Ochoa & Co.	Bordeaux.
" 4	Barque Universel, Ducormier	267	Dunoyer & Co.	Havre.
" 5	Brig Courageuse Eugenie, Terrin	165	B. Herand	
" 5	Brig Marie Angelique, Letimbre	164	Llavallol and Sons	
" 9	Polacre barque Banaré, M. Louis	177	M. Lapiane	Marseilles.
" 11	Barque Sultan, Demaire	227	Manuel Arrotea	
" 12	Barque Henri IV, Boutruche	253	Llavallol & Sons	Havre.
" 13	Polacre Felicité, Vaillard	140	Egg, Krutsh and Co.	
Feb. 3	Brig D'Assas, P. Giron	240	De Lisle, Brothers & Co.	Do.
" 10	Barque Guarani, Felix Larché	234	E. Ochoa and Co.	
" 11	Barque Paris, Desarnaux	310	To order	
" 12	Brig Emilia Felix, Beho	164	Apestegui	
" 12	Barque Henri et Louise, Paul Gautier	195	B. Herand	
" 13	Barque Orthezier, Papalian	192	Manuel Lopes	
" 13	Barque José, Schmidt	206	Blas Despouy	Do.
" 16	Brig Phoenix, Fouchard	156	Louis Chapeaurouge & Co.	
" 18	Brig Frederic Eugenie, Bronzon	167	Teisserence Vallat	Do.
	SPANISH.			
October 12	Barque Elisa, José Rondos	228	Antonio Romaguera	Havana.
Novem. 7	Brig Colo, Joaquin Parés	228	Llavallol and Sons	Do.
" 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	Spain.
Decem. 1	Brig Martin, Francisco Faguerda	198	Zumaran and Treserra	Cadiz and Malaga
" 8	Brig Esperanza, Pedro Guardiola	180	Llavallol and Sons	
" 11	Brig Juanito, José Romaguera	15[illegible]	Diego Calvo and Sons	
" 12	Ketch Argos, Francisco Argentó	142	Felipe Senillosa	Spain.
" 26	Brig Gallo de Oro, José Estapé	209	Llavallol & Sons	Havana.
January 1	Brig Atalayador, Pedro Maristani	265	Felix Buxareo	Do.
" 4	Barque Maria de los Reyes, Miguel Font	228	Zumaran & Tresserra	
" 4	Brig Cacique, Silvestre Austrich	160	Narciso Martinez & Sons	Spain.
" 8	Polacre Rosita, Onosio Chervas	150	E. Ochoa & Co	
" 25	Brig Segunda Monica, José Conill	224	Felipe Senillosa	
Feb. 10	Barque Celestina, Juan Sensat	254	Llavallol and Sons	
" 11	Brig Filomena, Domingo Vidal	164	Felix Buxareo	
" 12	Polacre Deseada, José Esquer	180	Llavallol & Sons	
" 12	Barque Pelegrina, Pablo Julia	201	Diego Calvo and Sons	
" 12	Brig Barceló, José Fontrodona	239	Felipe Senillosa	
" 13	Barque Union Compostelana, Pedro G. Bran	191	Llavallol and Sons	
" 25	Brig Merced, Jorge Cabruja	187	Felipe Senillosa	
" 26	Brig Descubierta, Jacinto Llenas	170	Llavallol & Sons	
	SARDINIAN.			
Novem. 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa
" 27	Polacre barque Romulo, Agustin Badaraco	244	José Avegno	Genoa.
Decem. 5	Brig Giuseppe, Vasallo	216	José Avegno	Genoa.
" 31	Barque Maria Luisa, Julio Tiscornia	[illegible]	Jacinto Caprile	Genoa
January 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 7	Polacre Ercole, Miguel Raggio	173	B. Viale	
" 22	Polacre Carolina, Pedro Avegno	203	José Avegno	
" 22	Barque Speranza, Manoel Federico Scotto	202	Adolfo Mancilla and Co.	
" 23	Brig La Citta di Milano, Juan B. Orezolo	189	Llavallol and Sons	
" 27	Brig Ré Davide, Steffano Sellasco	258	Pietranera, Piaggio and Co.	
" 28	Brig Hidra, Juan Bautista Antola	139	Jacinto Caprile	
Feb. 10	Polacre Tevere, Pedro Pertuso	217	Zimmermann, Frazier & Co.	
" 12	Polacre Ciniska, Francisco Sartorio	237	José Avegno	
" 15	Brig Camilla, Pedro Antonio Ferraro	242	Adolfo Mancilla and Co.	
" 25	Schooner Diana, Semidia	127	Manuel Acevedo Ramos	
	TUSCAN.			
Feb. 20	Brigantine Romulo, Desuturich	121	Piaggio, Pietranera & Co.	
	BELGIAN.			
Decem. 14	Brig Plantin, Knudsen	240	Zumaran and Treserra	Antwerp.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	361	Corti, Francischelli and Co.	
	OLDENBURG.			
Decem. 11	Brig Beta, Engels	240	Becher, Preuss & Co.	Continent
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	HANOVERIAN.			
Novem. 28	Brigantine Oste, Agustus E. Steffen	130	J. N. Bieber & Co.	New-York
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	
	SWEDISH.			
January 1	Brig Angantyr, A. N. Sandstrom	192	Wedekind & Co.	Hamburg.
Feb. 2	Schooner Gefion, N. T. Graff	150	Becher, Preuss and Co.	
" 27	Brig Frithiof, Arbuan	314	Egg, Krutisch & Co.	
	HAMBURG			
Novem. 27	Barque Harriet, Petersen	348	O. J. Hayes and Co.	New York.
Decem. 10	Barque Cæsar Helene, Steen	230	Bunge, Bornefeld and Co.	New York.
" 10	Brig Carl, Nicholas Beichmann	230	Wedekind & Co	Hamburg.
January 8	Barque Amphitrite, J. J. Arends	321	Samuel B. Hale	
" 8	Barque Eudora, D. Schots	351	Bunge, Bornefeld & Co	
" 11	Barque Maria, C. Bahr	300	Wedekind & Co	Rio Janeiro.
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	
" 16	Brig Adolph, B. Bohn	188	Otte, Rosenthal and Co	
" 30	Barque Merck, T. Valentin	345	H. E. Renner	
Feb. 10	Ship Heinrich, Boye	350	To Order	
" 11	Ship Ocean, Fokkes	350	Llavallol and Sons	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	357	Vicente Casares & Sons	
" 27	Barque Frishjof, Bentzen	25[illegible]	Otte, Rosenthal & Co.	
" 28	Barque Celeritas, H. Stang	27[illegible]	Zimmermann, Frazier & Co.	Hamburg.
" 30	Brig Najaden, Backer	140	Egg, Krutish and Co.	
January 12	Brig Freya, E. T. Lund	170	Freyer Brothers	Continent.
" 30	Brig Dorothea, P. Brun	270	Becher, Preuss & Co	
Feb. 10	Barque Tomberg, Nielsen	418	Vicente Casares and Sons	
" 18	Brig Washington, Fellisch	22[illegible]	To order	
" 17	Brig Aurora, Sorensin	167	To order	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kamen	130	Freyer Brothers	Hamburg.
Feb. 17	Brig Plata, I. B. Baring	30[illegible]	To order	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	Valparaiso & California
January 4	Brig Louise, N. L. Elberg	133	Otte, Rosenthal & Co.	
" 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica	
" 27	Brig Fortuna, Jacobsen	209	Samuel B. Hale	
Feb. 12	Brig Delphin, B. P. Tuhl	180	Treussein and Co.	
" 23	Brigantine Louise, N. Petersen	155	Egg, Krutsh & Co.	
	BREMEN.			
Novem. 20	Brig Louise Cæsar, Martin Wenke	14[illegible]	Zimmermann, Frazier & Co.	Boston.
Decem. 4	Schooner Evan Dumas, John Jaburg	186	Corti, Francischelli & Co.	
" 13	Barque Creole, Henry Wessels	177	Becher, Preuss & Co.	
" 16	Brig Don Quixote, J. G. Oest	165	O. J. Hayes & Co.	
January 5	Barque Lessing, Heinrich Friedrichs	256	Bunge, Bornefeld & Co.	Do.
" 5	Galliot London Packet, Weickmeister	108	Zimmermann, Frazier & Co.	
" 8	Brig Courier, John Havighorst	160	Deetjen & Hughes	Antwerp.
Feb. 12	Barque Fama, Paycken	410	Llavallol & Co.	
" 12	Brig George Delius, J. G. Hindrichsen	240	Becher, Preuss & Co	
" 15	Brig Phoenix, Diercks	220	Eberhard and Co.	
	DUTCH			
Decem. 15	Galliot Animo, T. Bruc	137	Zimmermann, Frazier & Co.	
Feb. 16	Brig Witte Leeuws, J. F. Brardt	172	Calvo and Sons	
	PRUSSIAN.			
January 1	Brig Grafin von Bismark, Frederick Kell	210	Bunge, Bornefeld & Co.	Antwerp.
" 5	Brig Dido, G. Malcow	3[illegible]6	Egg, Krutsh & Sons	
" 5	Barque Dinter, Charles Naesiban	239	Diego Calvo & Sons	Do.
" 23	Brig Heinrich von Gagern, C Altemburg	175	Freyer, Brothers	
" 27	Barque Wilhelm, Schultz	245	Lezica & Co.	
" 28	Barque Herzog von Bogislaw, Dariu	250	Bunge, Bornefeld & Co.	
Feb. 13	Barque Richard Cowle, Benjamin Kalff	350	Vicente Casares and Sons	
	BRAZILIAN.			
Feb. 16	Brig Maria, J. J. Diaz de los Placeres	273	José Coelho Meyrelles	

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 1st inst.

National	9
British	53
American	17
Danish	6
French	26
Hamburg	11
Spanish	21
Brazilian	1
Sardinian	15
Hanoverian	1
Swedish	3
Lubeck	1
Oldenburg	1
Prussian	7
Bremen	10
Roman	1
Norwegian	9
Russian	2
Belgian	1
Dutch	2
Tuscan	1
Neapolitan	1
	199

For New York,

The new first-class Bremen barque

Lessing,

H. Friederichs, master,

Has disengaged room for 2000 to 3000 dry hides or their equivalent in bales, and will have very quick dispatch. She has very good accommodations for Passengers.

For Freight or Passage apply at her consignees Messrs. Bunge, Bornefeld & Co., 70, calle La Defensa.

For Freight or Charter,

To any Port where the British flag is admitted.
The well known 12 year A.1. coppored and copper-fastened British built brig

PLATA,

per register 248 tons,
Richard B Pringle, master.

Constructed purposely for this Trade, in which she has made several voyages, *always* delivering her cargoes in the very best condition; will accept a Charter, or take freight, *as above*, on very moderate terms.

Application to be made to either her Consignees Messrs. Briscoe & Co., or to

Charles R. Horne,
Licensed Ship Broker
No. 55 calle la Reconquista.

Feb. 28, 1850.

For Hamburg,

The very superior and very fast sailing, new, A. 1 Norwegian barque

FRITHIOF,

250 tons burthen, Capt. V. C. J. Bentzon,

Has only room for 2000 dry hides, or equivalent in bales, and is bound to leave within a stated period.

Her accommodations for Passengers are very excellent, and having to touch at a port in Great Britain on her way, will land passengers at either, at their option.

For terms of freight or passage apply to the Consignees Otte, Rosenthal & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, calle la Reconquista.

Jan. 19, 1850.

SHIPPING LIST.

For New York,

The Prussian brig HEINRICH VON GAGERN, A. 1. of 200 tons, Capt. C. Altemberg, has two-thirds of cargo engaged, and can still admit freight Consignees Messrs. Freyer Brothers.

For *BOSTON*—The first-class American barque *OCEANUS*, A.I. of 242 tons, Capt. J. Green, has yet room for dry hides & bales—Consignees Messrs. O. J. Hayes & Co.

For *LONDON*—The British barque *ALEXANDER ROBERTSON*, A.I. of 299 tons, Capt. M'Lachlan, can admit on freight salted hides and tallow—Consignees Messrs. Nicholson, Green & Co.

For *NEW YORK*—The American ship *FORRESTER*, A.I. of 427 tons, Capt. Parker, can take freight and passengers—Consignees Mess. Zimmermann, Frazier & Co.

For *SAN FRANCISCO*, (California) touching a *VALPARAISO*—To sail 1st March—The Hamburg barque *CÆSAR & HELENE*, can yet take a small quantity of cargo and passengers—Consignees Messrs. Bunge, Bornefeld & Co.

For *HAVRE DE GRACE*—The French barque *SULTAN*, A.I. of 227 tons, Capt. F. Demay, admits cargo and passengers—Consignee Manuel Arrotea, Esq.

For *ANTWERP*—The Bremen brig *COURRIER* A 1. of 160 tons, (under the National flag) Capt Havighorst, can admit cargo and passengers—Consignees Messrs. Visser, Deetjen & Hughes.

For *FALMOUTH* and the *CONTINENT*—Passengers only.—The National brig *BETA*, of 300 tons, Capt. C. Engels.

For *HAMBURG*—The Russian galliot *ANNA*, A.I. of 130 tons, Capt. Hansen, can take a small quantity of freight—Consignees Messrs. Freyer Brothers.

For *HAMBURG*—Passengers only—The Hanoverian brig *OSTE*, A. 1., 130 tons, Capt. A. H. Steffens—Consignees Messrs. J. N. Bieber & Co.

For *CADIZ, MALAGA & BARCELONA*—The Spanish brig *MARTIN*, of the first-class, 189 tons, Capt. Flaquer—can admit cargo and passengers—Consignees Messrs. Zumaran & Treseria.

For the above, apply to
Richard Sutton, Jun.,
Ship Broker,
No. 14 Calle La Reconquista.

For San Francisco, California,

via Valparaiso.

The very fast-sailing, coppered and copper-fastened first-class Danish brig

Ida & Emma,

155 tons per register,
E. Diederichsen, Master.

Will have quick despatch, and has still room for freight, and passengers, her accommodations being very superior.

For further particulars, please apply to

Charles R. Horne
Licensed Ship Broker.
No. 55 calle la Reconquista

February 8, 1850.

FOREIGN AMATEUR RACING SOCIETY

Any Gentlemen Foreigners wishing to contribute to the funds for perpetuating the above society are respectfully invited to send any subscription to the Treasurer, N. 70, calle "Santa Clara," or any other member of the Committee.

NB. A programme of the Races can be seen at the Commercial Rooms and the Sala de Residentes Extrangeros.

For Sale,

On reasonable terms, the Livery Stables situated in the Calle de Cuyo, No. 6, including the Public House and fixtures, in the Calle de Mayo, No. 77½. Any party interested in the above, may apply for further particulars at the Stables.

Feb. 22, 1850.

For London.

The very fast-sailing, coppered and copper-fastened, first-class, British built barque

John Tomkinson,

294 tons per register,
Capt. John Williams,

Has a considerable part of her cargo engaged, and will meet with quick despatch.

For freight or passage, her accommodations being excellent, apply to James Carthy, Esq., or to

Charles R. Horne,
Licensed ship Broker,
No. 55 Calle la Reconquista.

FOR LIVERPOOL,

The very superior, new, British built, A. 1. brig

ALFRED,

214 tons register, Capt. A. Merrix,

Has all her cargo engaged, save a few bales or dry hides, which will be taken at current rates, with the certainty of quick despatch.

Her accommodations for Passengers are very superior.

For terms of freight or passage apply to the Consignees Messrs. Nicholson, Green & Co., or to

Charles R, Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista

Jan. 19, 1850

GENERAL MANUFACTURING SADDLER.

Whip, Spur, Travelling Bag and Portmanteau Importer, No. 141 and 143 Calle Piedad.

The Subscriber in returning his sincere thanks to the public for the liberal support he has experienced, begs leave to state that he has received his summer assortment which he offers at the lowest remunerating prices. The stock consists of the choice of this market, and direct importations from England, embracing every article in the trade, from cart and plough harness to the most splendid turn out for the road field or turf. In the harness department he can particularly recommend a few sets of double and single suits, in silver, brass, and covered mountings, with the requisite blacking to keep them in good condition. The Trade can be supplied with every article required, and will be treated liberally on wholesale principles.

Buenos Ayres, December 8, 1849.
DAVID SUFFERN.

Forster's
Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

For Liverpool.

The known, regular trader, A.1. British built barque

Mercutio,

244 tons per register,
William Sewell, master.

Having a considerable part of her cargo engaged, will have quick despatch.

This superior vessel is famed for her short passages, and the excellent condition in which she has always turned out her cargo.

For terms of freight or passage (her accommodations being excellent) apply to the consignees, Messrs. Bates, Stokes & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle La Reconquista.

Academy & Boarding School

BY MISS PEABODY.

Parents who desire to provide for their daughters facilities for a thorough English education, without subjecting them to promiscuous study, are requested to examine the Inductive System of this School, which has for its starting points the Analogy and Elements of the Languages studied; the same system is made to operate through all the sciences taught in the School. At the close of each scholastic year, every scholar will receive an annual Diploma as exponents of their advancement in their prescribed studies.

Calls received on Tuesdays and Thursdays
Tuition in all cases paid monthly, in advance.
Calle de Maypu No. 123.

For Sale—Freight or Charter.

The American brigantine Cohansey, Captain Martin, 193 tons register, well found and fast sailer, needing little or no expense to fit her for any voyage.

For terms apply to
Zimmermann, Frazier & Co.,
No. 69 Calle la Defensa.

Feb. 15.

Port and Sherry Wine.

On Sale at the Store of the Subscriber, Port in quarter casks, half pipes and pipes; likewise in bottle of superior quality and very cheap—A few small casks of Sherry as well as in bottle.

Some kegs of cod sounds and Tongues of excellent quality and moderate in price.

No. 10 Calle la Merced.
48 Calle Mayo.
J. BLUES.

Wanted,

In a small family, as general servant, a lad of from 15 years of age upwards, who can speak and write Spanish. Apply at 90 calle San Martin.

Total Abstinence & Beneficial Society of Buenos Ayres.

The Members of the above Society are hereby notified that the regular Monthly Meeting for business will be held on Tuesday Evening, March 5th, at the Temperance Hall, calle Merced, at 8 o'clock.

For Sale,

AT

W. WHITE'S, No. 89½ Calle la Merced,
(formerly Cangallo.)

A copy of the latest London edition of each of the following valuable works by Samuel Maunder, full bound, calf, viz:—

The Treasury of Knowledge comprising a new and enlarged Dictionary of the English language, an English grammar, a new Universal Gazetteer with population and other tables, Classical Dictionary, &c. &c.; The Scientific and Literary Treasury, a new and popular Encyclopædia of the Belles Lettres, The Biographical Treasury, forming a new and complete Dictionary of Universal Biography from the earliest periods to the present time; The Treasury of Natural History, or Dictionary of Animated Nature, with upwards of 800 wood cuts; Treasury of History, consisting of a series of separate histories of the principal states and kingdoms in the world, with an outline sketch of Universal History from the earliest ages to the present time; also, Macaulay's History of England, 2 vols.; Account of the United Provinces of Rio de la Plata; Letters from Buenos Ayres and Chile with a history of the latter Country, London 1819: Fisk's Greek Grammar; Jacob's Greek Reader; Bourdon's Elements of algebra; Levizac's French Grammar; Life of the Rt. Hon. John Philpot Curran; Moore's Melodies; Modern History; Marryatt's Code of Signals &c.

Second-Hand books purchased or exchanged.

For Valparaiso.

PASSENGERS ONLY.

The very fine and fast-sailing, coppered and copper-fastened British brig

Brutus,

106 tons, Capt. Robinson.

This vessel will have very quick despatch, and having very superior accommodations for passengers, will take freight at a moderate price.

Please apply to her consignees Messrs. Nuttal & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

William Southron,

No. 47, Calle Balcarce.

William Southron begs respectfully to return thanks to his friends and the public who have so kindly supported him since his commencement in business as a Saddler and Harness Maker, and begs to inform them that he has received a new and splendid assortment of Ladies and Gentlemen's English riding Whips, and those who may favour him with a call at No. 47, Calle Balcarce, will be enabled to convince themselves.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

On Sale.

Superior Hock, in cases of 2 and 3 dozen each.
Calle Reconquista, No. 64.

WHOLESALE PRICES CURRENT.

IMPORTS.

	Dols. rs.		Dols. rs.
ALE and Porter—Duty, 54 per cent.			
London ——— per doz.	—	á	56
French and German ——— do—	—	á	50
BEES WAX—Duty, 19 per cent.			
White, per lb ———		á	10
CANARY Seed—Duty, 19 p.ct.	—	á	18
CANDLES—Duty, 19 per cent.			
Sperm ——— per lb.	9	á	10
Stearine ———	—	á	—
CASSIA—Duty, 28 p ct. p. lb.	—	á	3
CARDS, Playing—Duty, 19 p cent.			
Spanish, fine ——— gross	—	á	300
» ordinary ——— doz.	—	á	—
German ——— per gross	—	á	—
Genoese ———	—	á	—
CANDLEWICK—Duty 28 p. ct.			
American ——— arroba	65	á	70
English ———	—	á	70
CHEESE—Duty 39 per cent.			
Dutch, round, of about 3 lbs. each, if sound ———	—	á	12
Do. cream ——— per lb.	—	á	3
English ———	—	á	4
CHUÑO—Duty, 28 p. ct., arr.	—	á	18
CLOVES—Duty, 28 p. ct., p. lb.	—	á	5
COALS—Duty, 5 per cent.			
Coarse ——— per ton on board	—	á	110
Blacksmith ——— do ———	—	á	90
COCOA—Duty, 5 per cent.			
Brazil ——— per quintal	—	á	80
Guayaquil ——— do ———	—	á	110
COD Fish—Duty, 28 per cent.			
Per drum of 100 lbs ———	—	á	100
COFFEE—Duty, 28 per cent.			
Havana ——— quintal	—	á	160
Brazil ——— do—	—	á	135
DOMESTICS—Duty, 19 p. ct.			
American brown shirtings, 27 inches ——— per yard	—	á	6½
» Appleton do. 30 in. »	—	á	7½
» India Head do. 30 » »	—	á	7½
» Appleton do. 33 » »	—	á	8
» Do. sheetings 36 » »	—	á	8½
» Brown drills 30 » »	10	á	11
» Tickings ———	16	á	18
Scotch Hessians ———	13	á	14
Osnaburgs ———	12	á	14
FARINA—Duty, 28 p. ct., arr.	—	á	8
FLOUR—Prohibited—Price on board for re-exportation per barrel			
FRUITS—Duty, 28 per cent.			
Almonds, hard shell, unshelled, per arrobe ———	—	á	20
Do. soft do ———	—	á	28
Do. shelled do ———	—	á	60
Apples, dried ——— per lb.	—	á	1 4
Currants ———	5	á	6
Figs, Malaga, in boxes ———	10	á	20
Hazel nuts ———	—	á	16
Prunes ———	—	á	25
Raisins, Malaga ——— arroba	—	á	28
Walnuts ——— do.—	—	á	30
FIRECRACKERS, India—Duty 19 per cent.			
Per gross ———	—	á	2 4
GLASS—Duty, 19 per cent.			
Window, box ———	50	á	55
German, hollow, assorted, doz.	15	á	16
HAMS—Duty, 28 per cent.			
English, superior ———	4	á	5
American ———	2	á	2 2
Westphalia ———	—	á	3
HONEY—Duty, 28 per cent.			
Per gallon ———	—	á	10
IRON—Duty, 5 per cent.			
Bar and Hoop, assorted, p. cwt.	30	á	35
Swedish ———	—	á	—
LEAD—Duty, 19 per cent.			
Pig, and sheet per quintal ———	110	á	120
LUMBER—Duty, 5 per cent.			
American pine boards and plank, on board ——— per foot	—	á	3½rs.
Baltic pine 25 á 32$ silver per 1000 feet on board.			
Pitch pine, 32$ silver per mil on board.			
Swedish pine 25 á 28$ do. p. do.			
MANDIOCA—Duty, 28 p. ct.			
per arroba ———	—	á	12
MATS—Spanish, duty 19 p. ct.			
per doz. ———	—	á	100
MATTING—Duty, 19 p. cent.			
Spanish, per piece ———	—	á	200
India, p. yard, 1, 1¼, 1½ yds. wide	—	á	7
MOLASSES—Duty, 28 p. ct.			
Per pipe ———	—	á	800
NAILS—Duty, 19 per cent.	—	á	—
American, cut, per quintal ———	65	á	70
English, wrought ——— do ———	—	á	85
NAVAL Stores.—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass, duck, and oakum 19 per cent.			
Canvass.—American, per yard	—	á	4
» English, No. 1 to 6 piece	—	á	130
» German ———	—	á	220
» Russian, best quality	250	á	260
» Do. 2nd do—	170	á	180
Cordage—coir, ——— per quintal	—	á	230
» Manilla ——— do ———	—	á	300
» Russian ——— do ———	180	á	200
Duck.—English ———	—	á	110
» German ———	120	á	130
» Russian ———	140	á	150
Pitch.—American ——— barrel	—	á	40
» Swedish ———			
Rosin ———	—	á	30
Tar—American ———	—	á	40
» Swedish ———	—	á	90
Oakum, quintal ———	—	á	100
OILS.—Duty, 28 per cent.			
Olive.—Spanish, in casks, p. arr.	—	á	50
» » in jars of ½ arroba, each ———	—	á	23
» Genoese, in casks ———	—	á	50
» French in boxes p. dozen	—	á	30
OLIVES.—Duty, 28 per cent.			
Seville, in kegs ——— each	—	á	40
Malaga ——— keg	—	á	28
PAINTS.—Duty, 19 per cent.			
Linseed oil, in casks & tins. per gal.	12	á	14
Turpentine in tins, per gallon—	—	á	17
Paints in oil, assorted colours, lb.	7	á	8rs.
PAPER—Duty, 19 per cent.			
American, straw ———	—	á	5
Spanish, florete, superior—ream	—	á	36
» ½ do ———	—	á	25
Genoese, florete ———	—	á	24
» ½ do ———	—	á	18
Wrapping, large size, Genoese—	—	á	12
» medium ———	—	á	17
» small ———	—	á	5
Letter paper, blue ———	—	á	20
» white ———	—	á	22
PEAS—Duty, 28 per cent.			
Spanish (garbanzos) ———	12	á	15
PEPPER—Duty, 28 per cent.			
Black ——— per arroba	—	á	28
Spanish, hot & sweet do ———	—	á	30
RICE—Duty, 12 per cent.			
Carolina ——— per arroba	—	á	20
Brazil ——— do ———	—	á	13
Piedmont ——— do ———	—	á	—
SALT—Duty, 1 dol. per fanega; Cadiz & St Ubes on board per do.; Cape de Verd, do. do.		á	6½ sil.
Table, fine, per dozen boxes	—	á	10
SALTPETRE—Duty, 5 p.ct.			
SOAP—Duty, 19 per cent.			
Spanish ——— per arroba	—	á	40
Marseilles ——— do ———	—	á	30
American & English yellow do	—	á	20
SPIRITS—Duty, 39 per cent.			
Brandy, Spanish, 34 to 35 deg.	—	á	1000
» French ———	—	á	875
» Aniseed 28 deg. ———	—	á	900
» from the Baltic 34 to 35	—	á	750
Gin, German in pipes, 20 deg.—	—	á	525
» in cases and baskets of 1 dozen jars ———	—	á	25
» in do. of 3 gallons ———	—	á	22
Rum, New England, 140 gals.	650	á	700
» Havana, (caña) 20 deg. 128 gallons ———	—	á	545
» Rio Janeiro do. do ———	—	á	580
STARCH, Wheat—Duty, 28 per cent.			
Per arrobe ———	—	á	20
SUGAR—Duty, 28 per cent.			
Loaf & crushed ——— per arrobe	51	á	52
Havana, white ——— do ———	34	á	35
» brown ——— do ———	26½	á	27
Pernambuco, & Rio white do ———	—	á	33
» brown ——— do ———	26	á	27
Santos, white, new ———	—	á	32
» brown ——— do ———	—	á	22
TEA—Duty, 28 per cent.			
Gunpowder and Imperial, per lb.	—	á	7
Hyson ——— do ———	—	á	—
Pouchong, superior ——— do ———	11	á	12
Do. inferior ——— do ———	3	á	4
Orange Pekoe ——— do ———	—	á	14
TOBACCO—Duty, 39 per cent.			
Bahia, leaf ——— per arrobe	—	á	40
Brazil, black superior ——— do—	—	á	110
Cavendish, 1st quality ——— do—	—	á	80
Do. 2d. ——— do—	—	á	50
Maryland, leaf ——— quintal		á	150
Cigars, Hamburg ———	100	á	250
» Havana ———	306	á	400
» Regalia ———	—	á	700
TWINE—Duty, 19 per cent.			
English ——— per quintal	—	á	500
India ——— do ———	—	á	300
Spanish ——— do ———	—	á	450
VERMICELLI—Duty, 54 p. ct.			
Genoese, & Spanish per arrobe	—	á	45
VINEGAR—Duty, 39 per cent.			
French, & Spanish per pipe—	—	á	350
WINES—Duty, 39 per cent.			
Port ——— per pipe	—	á	4000
» bottles ——— per dozen	—	á	200
Figueira, red ———	—	á	650
Lisbon, superior ———	—	á	890
» white ———	—	á	1200
Marseilles ———	—	á	480
Malaga, sweet and dry ———	—	á	735
Catalonia ———	—	á	515
Cette ———	—	á	505
Sicilian ———	—	á	510
Bordeaux, 1st quality, per cask	—	á	305
» 2nd » ———	—	á	—
» Façon ———	—	á	250
» superior in bottles—	—	á	32
» 2nd quality ———	—	á	26
Champaign, superior, dozen ———	—	á	120
Muscatel ———	—	á	32
YERBA—Duty, 28 per cent.			
Parnaguá, best ———	—	á	25

EXPORTS.

	Dols. rs.		Dols. rs.
FEATHERS—Duty, 4 per cent.			
Ostrich, long black ——— lb—	6	á	7
» white ——— do—	—	á	—
HAIR.—Duty, 4 per cent.			
Horse, short ——— arroba	36	á	38
» mixed ——— do—	44	á	50
» long 18 to 24 inches do—	90	á	110
HIDE Cuttings.—Duty, 4 per cent.			
Baled, quintal ———	28	á	30
HIDES.—Duty, 1 dollar each.			
Matadero or saladero, fleshed, 27 to 30 lbs. average, per 35 lbs.	50	á	54
Matadero, country, 25 to 30 lbs. av.	46	á	52
For Spain, per 35 lbs ———	44	á	45
» North America, per do ———	43	á	44
Of all stake ——— per do ———	40	á	45
Salted ox, 60 lbs. av, per 60 lbs.	37	á	39
Do. » 63 lbs. and above do.	40½	á	44
» cow 45 to 48 lbs. average do.	35	á	36
» » 50 lbs and above do.	35	á	36
Horse, salted, each ———	—	á	8rs. sil.
» dry ——— do ———	12	á	15
HORNS—Duty, 4 per cent.			
Ox ——— thousand	700	á	800
Cow ——— do—	180	á	200
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—
SKINS—Duty, calf 1 dol. each; slunk calf ¼ dol. all others 4 p.ct.			
Calf, 3 to 12 lbs. wt., per 35 lbs.	50	á	55
Chinchilla, per dozen ———			
Goat ——— per do ———	—	á	—
Nutria ——— per lb ———	—	á	6
Sheep, washed, fine and ordinary ——— dozen	38	á	40
Do. dirty ——— do—	33	á	38
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw ——— arroba	17	á	18
Do. melted, 1st class. do.	28	á	30
Do. pure, 2nd class, do.	24	á	25
Grease and tallow ——— do.	22	á	23
WOOL.—Duty free.			
Ordinary, washed ——— arroba	33	á	36
Do. dirty ——— do—	16	á	18
Mestiza, washed ——— do—	35	á	40
Do. dirty ——— do—	18	á	22
Fine, washed ——— do—	50	á	65
» dirty ——— do—	28	á	38
Cordova, washed ———	23	á	24 rs. sil.
Do. dirty ———			

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

	Dols. rs.		Dols. rs.
BRANDY. Mendoza and San Juan ——— per barrel (silver)	—	á	10
FRUIT.			
Apples, and pears dried arroba	—	á	25
Figs » Mendoza ——— do—	—	á	10
Peaches » with the stones do—	15	á	16
Do. » without ——— do—	22	á	24
Raisins, Mendoza ——— do—	20	á	24
Walnuts ——— do—	32	á	34
SOLE Leather.			
Corrientes, each, [silver] ———	2 4	á	2 6
Paraguay ——— (do do) ———	—	á	—
Tucuman, ox, each ——— do—	—	á	3 4
Do. cow » ——— do—	—	á	2
TOBACCO—Duty, 12 per cent.			
Paraguay ———	38	á	40
YERBA, Paraguay, superior—	70	á	75

MONEY MARKET.

EXCHANGE, England, in currency, 3¼d. per dol.
Do. do. in specie 69s. per oz
Do. France, do. do. 86 fs. per oz.
" Montevideo, at par
" Rio Janeiro, do. do.
" United States á 5 per cent. discount.

The highest rate of Exchange upon England during the week, 69s. per ounce.
The lowest, 68s. per do.

STOCK—Six per cent. .... par á 1 per cent. prem
" Four per cent ...... in proportion.

BULLION—Spanish doubloons .... 257 á 258
" Patriot doubloons .... 253½ á 254
" Do. Dollars ...... — á 16¼
" Spanish do. & Patacones — á 16¼
" Plata Macuquina ...... — á 14¼

The highest price of Spanish doubloons during the week 259
The lowest 257
The highest price of Patriot doubloons during the week 254½
The lowest 253½
Permits for shipping specie, prem. per cent. nominally, no demand ¼ á ½

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	25s. p. 2240 lbs.	In box. 25s. / In pipes 25s. } per 2240 lbs.	Wool 20s. / Hair 25s.	nominal.
France	55 fs. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	50 p. 42 cubic ft.	
Continent	£3 per 2240 lbs.	25á30s. p. 2240 lbs	none	27s6dá30s. p. 40 ft	nominal
Spain	$24 per 2000 lbs.		none		
United States	$8á10 p. 2000 lbs.	$5 per 2000 lb.	none	$4 per 40 feet.	
Rio Janeiro	none	none	none	none	2 rls. p. 100 nominal
Havana	none	none	none	none	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.